of its navigational channels, road connectivity and rail connectivity, to be implemented on public-private partnership basis. The Minister of Finance has, while presenting the Union Budget 2003-04, announced viability gap funding, for the port's comprehensive modernisation project designed to bring it up to international standards, to bridge any possible short-fall between anticipated revenue and loan repayment liabilities. A firmed up proposal seeking budgetary support for the project has not yet been sent to the Planning Commission. However, a token provision of Rs. 1 crore has been allocated in the Annual Plan 2003-04 of the Port Sector for capital dredging at the port pending finalisation of the funding pattern for the project. Since the ICTT Project is to be executed on Build, Operate & Transfer (BOT) basis which involves selection of private operators through open competitive bidding, it would not be possible to indicate the time-frame for completion of the project.

Sand-Heads in Haldia Port

2345. SHRI B.J. PANDA:
MISS MABEL REBELLO:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that sand-heads in the Haldia Port have turned graveyard for the ships;

(b) the details of the cargo and other ships which had sunk during the last six years as a result thereof; and

(c) the details of the other ills afflicting the port causing accidents alongwith the action taken by Government to control such mishaps?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIP KUMAR MANSUKHLAL GANDHI): (a) There has been occasional sinking of vessels at the Sand-heads away from the navigational channel during the last 133 years of existence of the Kolkata Port and there has been no disruption of shipping movements from/to this port due to such sinking.

(b) During last 6 years, all the vessels that sank at Sand-heads in the approaches to the port of Kolkata were very old and belonged mostly to the East Asian Countries and were not maintained to the level of sea-worthiness. As a result, these vessels failed to withstand the normal

monsoon weather. Details of cargo and ships sank in the approaches to the Port of Kolkata during the last 6 years are given below:

Sl.No.	Name of vessel	Flag	Cargo/Ship	Date of incident
1.	Kalimantan Express	Indonesia	Pulses	25-11-1998
2.	Chokek Amonova-107	Thailand	Fishing Trawler	22.05.1998
3.	Prime Value	Panama	Containers	19.07.2000
4.	Lucnam	Vietnam	Fertilizers	10-07-2001
5.	Segitiga Biru	Indonesia	Soda ash & Dolomite	16-05-2003
6.	Fortune Carrier	Belize	Log	10-06-2003

(c) There are no inherent ills in Kolkata Port which cause accidents. Accidents like sinking of the ships mostly occur due to factors beyond the control of Kolkata Port Trust as already mentioned earlier. However, whenever any such accidents take place, damage control measures are taken by Kolkata Port Trust in collaboration with various agencies like Coast Guard, Navy etc. as may be necessary.

Development of Inland Waterways System

2346. SHRI P. PRABHAKAR REDDY: Will the Minister of SHIPPING be pleased to state:

(a) whether Mr. T. Hanumantha Rao, former Engineer-in-Chief of Andhra Pradesh had undertaken a survey of the possibilities of navigation through inland waterways in the State through various rivers and canals;

(b) if so, the details thereof;

(c) whether keeping in view, the tremendous potential in this sector, Government would like to consider the conclusions of Mr. Rao's studies on experimentation for the development of inland waterways system in the State for the passengers and cargo traffic; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIP KUMAR MANSUKHLAL GANDHI): (a) Government of India has not received any such report.

(b) to (d) Do not arise.